CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2015 TO 2020

PROJECT #	NM 0109 001
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT	FINN HILL TRAIL CONNECTIONS (NON-CKC)		
TITLE			
PROJECT		PROJECT STAR	T PROJECT STATUS
LOCATION		2018	New Project

DESCRIPTION/JUSTIFICATION

Provides for the construction of trails other than the Cross Kirkland Corridor (CKC) in the Finn Hill neighborhood. Improvements may include sidewalks, mixed use trails, bicycle facilities and as needed, minor pavement widening, walls, lighting, pavement marking and drainage improvements. Property acquisition will often be needed. Trail connections should be coordinated with plans in the Park Recreation and Open Space Plan. Prioritization of projects should be accomplished using the framework established in the Transportation Master Plan.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS	
Transportation Master Plan	
Park Recreation & Open Space Plan	

COUNCIL GOALS
Balanced Transportation
Parks, Open Spaces & Recreational Services
Neighborhoods

METHOD OF FINANCING (%)	
Current Revenue	100 %
Reserve	0 %
Grants	0 %
Other Sources	0 %
Debt	0 %
Unfunded	0 %

CAPITAL	Prior							2015-2020	Future	Total
COSTS	Year(s)	2015	2016	2017	2018	2019	2020	TOTAL	Year(s)	Project
Planning/Design/ Engineering	0	0	0	0	37,000	0	0	37,000	0	37,000
In-House Professional Svcs.	0	0	0	0	18,000	0	0	18,000	0	18,000
Land Acquisition	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	195,000	0	0	195,000	0	195,000
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	250,000	0	0	250,000	0	250,000
NEW MAINT. AND										
OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.
Community economic impacts	Improved pedestrian routes will promote increased foot traffic and potentially more use of local businesses.
Health and safety, environmental, aesthetic, or social effects	Provides a separated walking surface for increased safety and access.
Responds to an urgent need or opportunity	Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.
Feasibility, including public support and project readiness	Project is desired by the public and is technically feasible.
Conforms to legal or contractual obligations	Project will be designed and built to comply with professional and legal requirements.
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	Completes a segment of the priority one non-motorized network.
Implications of deferring the project	Pedestrians will continue to have less opportunity for more direct non-street access in the Finn Hill Neighborhood.
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: Finn Hill Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment (Specify)
LEVEL OF SERVICE IMPACT	 □ Project provides no new capacity (repair, replacement or renovation). □ Project provides new capacity. Amount of new capacity provided: ☑ Project assists in meeting/maintaining adopted level of service. □ Project required to meet concurrency standards.